

APPROVED MINUTES
BEAVERTON TRAFFIC COMMISSION MEETING
SEPTEMBER 3, 2009

CALL TO ORDER

On Thursday, September 3, 2009, Chairman Scott Knees called the City of Beaverton, Oregon, Traffic Commission to order in the Forrest C. Soth City Council Chamber, 4755 SW Griffith Drive, Beaverton, Oregon.

ROLL CALL

Traffic Commissioners present included Scott Knees, Thomas Wesolowski, Ramona Crocker, Thomas Engel, Patrick Reynolds and Steve Harris.

Commissioner Vincent Tran was absent and excused.

City of Beaverton staff included City Transportation Engineer Jabra Khasho, Police Traffic Sergeant Steven Schaer and Commission Recorder Debra Callender.

VISITORS

No one in the audience came forward to address the Commission.

STAFF COMMENTS

Mr. Khasho said many emails and letters of testimony arrived after staff mailed the meeting packets to the Commissioners. Each Commissioner now has a packet of additional testimony in front of them to review.

Mr. Khasho distributed a draft letter addressed to Sgt. Steve Schaer regarding an application for a grant. Staff will discuss this letter during the new business portion of the meeting.

Chairman Knees apologized to the visitors for the meeting's late start and explained that the Commissioners needed time to read the additional testimony before beginning the public hearings.

CONSENT

Chairman Knees reviewed the consent agenda comprised of the draft minutes of the July 9 Traffic Commission meeting, Issue TC 658 "Stop Control on SW 68th Avenue at Canby Street," and TC 659 "Stop Control on SW Sapphire Drive at Tephra Terrace."

There was no discussion on the consent agenda.

Commissioner Wesolowski **MOVED** and Commissioner Reynolds **SECONDED** a **MOTION** to approve the draft minutes of the July 9 meeting and the staff recommendations on Issues TC 658 and TC 659 as written.

The **MOTION CARRIED** unanimously. (6:0)

Chairman Knees abstained from approving the July 9 minutes as he was absent from that meeting.

PUBLIC HEARINGS

ISSUE TC 660: ALL-WAY STOP CONTROL ON SW ERICKSON AVENUE AT 10TH STREET

Chairman Knees opened the public hearing on Issue TC 660.

Staff Report

Mr. Khasho said this request for an all-way stop on Erickson Avenue at 10th Street originated with Mr. Hal Bergsma of Tualatin Hills Park and Recreation District (THPRD). In an email, Mr. Bergsma told staff his concern is traffic speed and pedestrian safety.

Mr. Khasho explained that Erickson Avenue at 10th Street is a T-shaped intersection located at the east entrance to Schiffler Park. There is stop control on 10th Street on the east side of Erickson Avenue. There is no stop control on Erickson Avenue in front of the park. In July 2009, staff conducted a speed study and traffic count near this intersection. The collected traffic data shows that in a 24-hour period approximately 1050 vehicles entered the intersection on Erickson from the south, 1425 vehicles entered from the north, and 165 vehicles entered from the east on 10th Street. The posted speed limit on Erickson is 25 mph. The 85th percentile speed was recorded at 31 mph. This means that 85 percent of the drivers are driving at or slower than 31 mph. Crash report data shows no traffic crashes of any type reported at this intersection during the most recent three-year crash report period.

Mr. Khasho said the Manual on Uniform Traffic Control Devices (MUTCD) supports installing all-way stop control only where the volume of traffic at the intersecting roads is approximately equal. At this intersection, there is a large difference in traffic volume between the two intersecting streets. The MUTCD also states that stop signs should not be used for speed control. Installing traffic calming measures is a more effective way to reduce driver speeds.

Mr. Khasho explained that installing unwarranted stop signs result in driver disrespect and more frequent traffic sign violation. Traffic research shows that drivers in cities with many unwarranted stop signs learn to ignore warranted traffic control signs. Installing unwarranted stop signs increases the risks for both pedestrians and drivers.

Because the intersection of Erickson Avenue and 10th Street does not meet MUTCD warrants, staff recommends denying the request and not installing all-way stop control. Instead, staff recommends that THPRD pursue traffic calming on this section of Erickson Avenue.

Chairman Knees noted that the letter from THPRD General Manager Doug Menke mentions a community trail crossing at this intersection. Did staff consider this trail when preparing its recommendation?

Mr. Khasho said currently Schiffler Park has a trail that is a combination of a sidewalk and a trail. This arrangement is no different from any other intersection with a pedestrian crossing. He said the MUTCD has several warrants that specifically address high-volume pedestrian areas. The side streets of these high-volume pedestrian areas must have some combination of at least 200 pedestrians, cyclists or motor vehicles per hour for an eight-hour period in order to meet the MUTCD warrants for an all-way stop. At this time, Erickson at 10th is far removed from meeting such a warrant for an all-way stop.

Commissioner Engel said he is still unsure about the location of the future community trail. However, from Mr. Khasho's statement he understands that Erickson at 10th would need to meet a 200-throughput threshold to meet the MUTCD warrant for a high volume pedestrian area.

Mr. Khasho said that 200 pedestrians, cyclists or motor vehicles must use the intersection from the minor street each hour during an eight-hour period.

Commissioner Engel asked if the traffic counts that staff collected at Erickson and 10th were for an eight-hour period.

Mr. Khasho said staff did not conduct a pedestrian study as it is extremely resource consuming to have employees sit at an intersection and count pedestrians for hours.

Commissioner Engel agreed that made sense. For what period did staff collect traffic data? Was it for eight hours?

Mr. Khasho said staff collected traffic volume data for 24 hours. During that 24-hour period, only 165 vehicles entered the intersection from 10th Street. This is far below what is required to meet the MUTCD warrant.

Commissioner Engel said if 200 is the magic threshold, then we also have an unknown number of pedestrians, bicycles and cars that we could add together.

Mr. Khasho stressed that each hour must have 200 pedestrians, bicycles or vehicles to reach 1600 trips on a side street.

Commissioner Wesolowski asked if the City considered installing a signalized crosswalk or a flashing yellow signal. He has noticed such signals installed elsewhere in Beaverton.

Mr. Khasho said staff did not evaluate the intersection for a pedestrian signal or a yellow flashing signal.

Commissioner Engel asked about the MUTCD warrants for pedestrian signals or flashing yellow warning signals.

Mr. Khasho said the MUTCD has specific warrants that intersections must meet for pedestrian signals. These warrants are more rigorous than the combination of 200 trips per hour for eight hours that he described previously.

Public Testimony

The Commission received written testimony on this issue from Traffic Sgt. Steven Schaer, Hal Bergsma (THPRD), Doug Menke (THPRD), Patrick Gunnip, Jim Parker, Sherry Greulich (Creekside Village Retirement Residence). *(Written testimony is on file with the staff report in the Engineering Division.)*

Hal Bergsma, Beaverton, Oregon, said he is Director of Planning for THPRD. He requested that the City of Beaverton install stop signs on Erickson Avenue at 10th Street after a field visit to the site by THPRD's Doug Menke, Mayor Denny Doyle and Jim Parker who volunteers as a member of the park watch group. During that weekday afternoon meeting, these community leaders observed cars traveling southbound on Erickson at what they felt were excessive speeds. They concluded that many of these drivers were young people from Beaverton High School. Based on these observations, they concluded that an all-way stop on Erickson might protect the pedestrians who use the crosswalk.

Mr. Bergsma said THPRD intends to invest \$3.5 million in redeveloping Schiffler Park in the next few years as part of a recently passed \$100 million bond measure. When THPRD completes the Schiffler project, sometime around 2012, they expect park usage to increase. He said this should increase the number of people entering the park from Erickson and 10th. A section of community trail that is planned for 10th Street will eventually increase pedestrian and bicycle trips.

Mr. Bergsma said THPRD requested an all-way stop at this intersection; however, they will be satisfied if Erickson's traffic speeds are slowed using an alternate method. While THPRD believes an all-way stop is the best method, Mr. Bergsma stated that he understands the reasons behind Mr. Khasho's reluctance and staff's belief that traffic calming measures are a more effective option.

Commissioner Crocker referred to Doug Menke's letter and the section titled "Background" where it states that Schiffler is a community park. The letter then defines "community park" as a park that draws people from beyond the immediate neighborhood. Commissioner Crocker asked Mr. Bergsma if Schiffler Park has enough vehicle parking to accommodate these prospective park visitors from outside the neighborhood.

Mr. Bergsma said THPRD would look at the parking issue during the master planning process. The redevelopment plan will be subject to City review and a public hearing before the Planning Commission. Currently there is some parking at the southwest corner of the park and there is a shared parking arrangement with a local church. Mr.

Bergsma said there is also some on-street parking in the area. This seems adequate for now, but they will further review parking as they redevelop the park or when park use increases.

Commissioner Crocker said the Commission recently discussed a parking problem at another Beaverton park. During that discussion, the Commission tried to determine whether THPRD had intended the park for the use of patrons from beyond the immediate neighborhood. That park had no designated parking area and there was no available on-street parking in the neighborhood.

Commissioner Wesolowski asked for the park's hours of operation and approximately how many people use Schiffler Park each day.

Mr. Bergsma had no data on how many people use the park. He said some local events draw good crowds and at other times the park is quiet. THPRD hopes the park's redevelopment will increase use. He did not know the park's hours of operation.

Commissioner Engel asked when THPRD expects to complete the planned community trail mentioned in Mr. Menke's letter.

Mr. Bergsma said THPRD has no particular schedule for completion. The trail is not part of the bond improvement projects. He described the trail's route as proceeding east along 10th Street, then north toward Beaverton High School. At that point, the trail would intersect Farmington Road and extend west along the Tualatin Valley Highway. The sections of trail corridor that would run along the stream are currently inaccessible, as are other sections of the proposed trail.

Chairman Knees asked if the trail section that intersects Schiffler Park would be complete around 2012, which is the timeframe Mr. Bergsma earlier gave for the completion of the park's redevelopment.

Mr. Bergsma said they would need to refer to Beaverton's Transportation System Plan (TSP) for the trail completion timeline. He said there is currently a small neighborhood trail that goes through Schiffler Park.

Chairman Knees said his concern with looking to the City's TSP for guidance is that the current TSP forecasts projects that are still 20 to 30 years in the future in many cases.

Mr. Bergsma said the current neighborhood trail within the park would be included in the master planning process. THPRD intends to enhance that trail.

Deb Nordin, Beaverton, Oregon, said she lives in a condominium adjacent to 10th Street and Schiffler Park. Ms. Nordin testified that when Beaverton High School is in session, the number of vehicles and the speed of traffic on Erickson both increase. She walks her dog in this area and she saw a child run out into the street and the child almost collided with a car. She has a plot in the community garden on the corner of 10th and Erickson and she testified that many pedestrians stop by to talk with her about her garden. This indicates to her that there are many more people passing

through this intersection than were reflected in staff's traffic count data.

Chairman Knees asked if Ms. Nordin supports the request for all-way stop control.

Ms. Nordin said she strongly supports any method that will slow traffic on Erickson. She said this section of Erickson is a lucrative location for the police radar van.

Chairman Knees said he wanted to be very sure that Ms. Nordin understood that stop signs are not meant to control speeding. Instead, the City Traffic Engineer recommends installing speed humps or other methods of traffic calming. He asked what Ms. Nordin thought about using these methods to control speed.

Ms. Nordin said she did not care which method they use to slow traffic. What is important to her is that local jurisdictions begin controlling traffic speeds on Erickson.

Pat Gunnip Beaverton, Oregon, said that for more than ten years he has lived adjacent to 10th Street and Schiffler Park in the same condominiums as Ms. Nordin. Mr. Gunnip said his observations on Erickson traffic are entirely different from Ms. Nordin's views. He regularly crosses this intersection to access the park and he has never seen or encountered any problem with traffic failing to yield the right of way at the crosswalk. He sees many cars but has not observed anything he would consider a truly serious speeding problem.

Mr. Gunnip said he is interested in green issues, so he is deeply concerned about the prospect of 2640 cars stopping in front of his home 365 days per year. He calculated that installing stop control on Erickson would cause 963,600 unneeded vehicle stops per year. This number could easily reach one million unneeded stops and reaccelerations per year when adding the trips generated by high school students nine months a year. Mr. Gunnip said basic science shows that vehicles use more fuel and emit more pollution after stopping and reaccelerating. Instead of cruising down Erickson using their motor efficiently, each vehicle would now come to a full stop, and then reaccelerate to a speed that is typically faster than their speed before stopping. In the big picture, one million unnecessary stops is just "a drop in the bucket." Mr. Gunnip said this is a bucket from which we need to remove drops, not add new drops.

Commissioner Engel asked what times of the day Mr. Gunnip walks along Erickson.

Mr. Gunnip said he enjoys walking in the park in the evenings so he typically uses Erickson from 5 to 11:00 p.m. on weekdays and on weekends. Mr. Gunnip added that he is not trying to discount his neighbor's testimony; however, he more often finds himself on Erickson following a vehicle driving at 20 mph rather than a driver who is speeding.

Chairman Knees asked if Mr. Gunnip supports installing stop signs.

Mr. Gunnip said he definitely does not.

Chairman Knees asked if Mr. Gunnip would support installing traffic calming.

Mr. Gunnip said traffic calming would create less pollution in the neighborhood,

especially when compared to stop signs that require a full stop and reacceleration.

Richard A. Trujillo, Beaverton, Oregon, said he lives a few blocks away on the corner of SW Berthold Street and Menlo Drive. Mr. Trujillo recommends installing stop signs on Erickson. He believes City staff should have waited until school resumed in the fall before taking traffic counts because many high school students drive Erickson during the school year. Mr. Trujillo said he is a professional driver who has driven both trucks and school buses, so he is against installing speed humps and tries to avoid them whenever possible.

Mr. Trujillo said he has encountered speeders while making the turn from 10th onto Erickson. He agrees with Mr. Gunnip that sometimes vehicles drive too slowly on Erickson; however, he has also encountered tailgaters. Installing stop signs is much easier than working to get neighborhood approval for a traffic calming project. A proposed Menlo Drive traffic calming project failed because the street has many people living in apartments and the City allowed them to vote. Many of these people failed to return their ballots. If a resident did not return their ballot with a marked choice, that ballot counted as a "no" vote.

Mr. Trujillo said the law says that drivers must stop when they see pedestrians standing on a street corner waiting to cross a street. He believes that many of the vehicles that drive past his home on Menlo have Schiffler Park as their destination. He sees many people walk past his home with their dogs heading for the park.

Chairman Knees asked Mr. Trujillo to state for the record what method of traffic control he supports for Erickson at 10th.

Mr. Trujillo said he supports installing stop signs and does not support traffic calming.

Staff Comments

Mr. Khasho explained that there is currently a trend in Oregon toward decreasing vehicle numbers in traffic counts. In 2008 and 2009, traffic counts showed smaller numbers than in similar 2005 and 2006 traffic counts. The State's current economic situation is most likely related to this trend.

Mr. Khasho said that in September 2007, staff collected traffic count data on Erickson. The data collection site closest to 10th Street showed a 400-vehicle per day difference compared to the count taken in July 2009. The July count is the data included in the TC 660 staff report. Based on this, Mr. Khasho estimates that when school is in session, Erickson carries about 400 more vehicles per day.

Chairman Knees asked if it is correct to say that Erickson carries additional traffic during the school year, but traffic volumes on 10th stay relatively stable even during the school year. As he understands the MUTCD warrants, 10th Street is the intersection leg that would need additional traffic volume to meet the MUTCD warrants for all-way stop control.

Mr. Khasho said that is correct. As for traffic calming on Erickson, it can happen two ways. THPRD can apply to the City's Traffic Calming Program and go through the usual process of collecting petition signatures and so on. A second option is for

THPRD to incorporate traffic calming measures for the Erickson frontage within their project design when they redevelop Schiffler Park. The City of Beaverton is likely to require sidewalk improvements as part of the redevelopment project. The second option is easier and it would produce faster results.

Commissioner Engel asked who would make the request to include traffic calming within the redevelopment design.

Mr. Khasho said THPRD would design traffic calming features as part of Schiffler Park's east entry on Erickson. THPRD would bring this to the Planning Commission as one part of the redevelopment plan. THPRD would probably need to provide a speed study showing the 85th percentile speed as justification for including traffic calming in the plan. Currently, Erickson's 85th percentile speed is 30 to 31 mph, so it already qualifies for traffic calming under the City's Neighborhood Traffic Calming Program. Including traffic calming within the redevelopment plan would streamline the process.

Chairman Knees said that option would allow THPRD to work directly with traffic engineers and the Planning Commission to accomplish their goal. It is much simpler.

Commissioner Wesolowski noted that Ms. Nordin's testimony mentioned the constant presence of the photo radar van on Erickson. He asked Sgt. Schaer if it is true that the photo radar van writes an unusually large number of speeding citations on Erickson.

Sgt. Schaer said he does not supervise the photo radar van. He offered to gather the requested data and report to the Commission at the next meeting.

Commissioner Wesolowski said that would be fine.

Chairman Knees closed the public hearing on Issue TC 660.

Commission Deliberation

Commissioner Reynolds thanked everyone in the audience who testified on this issue. He visits Schiffler Park regularly in his role as a Murray Hill Little League coach and soccer coach. Last night when he visited the park, he drove down Erickson and a driver tailgated him most of the way. That experience supports Ms. Nordin's testimony. During two previous visits, passing vehicles almost hit him and his son when they parked along Erickson and tried to cross the street to Schiffler Park. That makes three instances within a short period.

Commissioner Reynolds said there is not enough parking available for visitors who drive to Schiffler Park. That needs to be corrected. He believes traffic calming would work to slow traffic at the park if the traffic calming measures were installed farther up Erickson to control traffic before it reaches the park. He is very concerned that drivers will "blow through" a stop sign injuring pedestrians as they cross the street. He believes saving lives is most important.

Commissioner Reynolds said he supports the City Traffic Engineer's recommendation of installing traffic calming, not stop signs, to control traffic speed on Erickson.

Commissioner Engel said he is unsure of the best option. After a new stop sign is installed, it always takes time for drivers to become used to seeing the sign and come to a full stop. After this orientation period, the sign is effective. The problem presented was a request to control speeding in front of the park and increase safety for pedestrians at a crosswalk. Yes, drivers most likely know they should stop for pedestrians waiting to cross the road; nevertheless, many drivers do not stop. Erickson is a well-traveled road in front of a public park. The question really is, what problem are we trying to solve? Perhaps there is some wisdom in installing stop signs now, for safety reasons. He is still unsure of the best method.

Commissioner Reynolds said stop signs do make sense and installing flashing lights at the crosswalk would help. However, we must still do something to reduce traffic speeds on Erickson.

Commissioner Engel asked Commissioner Reynolds if he would prefer a crosswalk or a crosswalk with a stop sign.

Commissioner Reynolds said he wants whatever is safest for himself, his child, and the rest of the community.

Commissioner Wesolowski said he sat on Erickson in front of Schiffler Park for quite a while today. During that time he did not observe any speeding vehicles. The park was not busy while he was there observing. When he asked Mr. Bergsma for data earlier tonight, Mr. Bergsma had no data on park usage or the number of visits per day. Sgt. Schaer had no data on the number of speeding citations the City has issued near the park. Mr. Khasho's 85th percentile data shows that vehicles on Erickson are not driving exceedingly fast at 30 to 31 mph.

Commissioner Wesolowski said he observed a number of people crossing Erickson who completely ignored the crosswalk. Some walked right through the middle of the intersection. These pedestrians appeared to have no serious safety concerns when crossing Erickson. He doubts that the painted crosswalk makes much difference because the pedestrians he observed paid no attention to it. In other locations, particularly in residential areas, he has noticed that drivers frequently ignore stop signs, then increase their speed once they pass the sign. This increases the danger for everyone.

Commissioner Wesolowski concluded that, based on the information presented tonight, he has seen nothing to convince him that this location needs stop signs or meets the required warrants for an all-way stop. If speed is the real issue, then traffic calming is the real solution. We should not use stop signs to calm traffic.

Chairman Knees reviewed that the question tonight is only a "yes" or a "no" on installing an all-way stop. The Commission does not have flexibility to make an alternate recommendation on this issue. He recommended limiting discussion on traffic calming and focusing on installation of all-way stop control.

Commissioner Wesolowski restated that he does not support installing stop signs on Erickson at 10th Street.

Commissioner Harris agreed. There are no collisions and the intersection does not meet the MUTCD warrants for installing all-way stop control. He suggested that THPRD include traffic calming as part of their park redevelopment plan.

Commissioner Crocker said at this time the staff recommendation makes the most sense. She visited the location at about 5:15 p.m. During previous public hearings, neighbors have told the Commission how Beaverton High School students drive too fast in the neighborhoods surrounding the school. She believes these young people need more driver education, especially regarding pedestrian safety. She suspects that THPRD will include options to increase pedestrian safety on Erickson as part of their park redevelopment plan. Commissioner Crocker supports the staff recommendation to deny installation of all-way stop control.

Chairman Knees called for a motion.

Commissioner Harris **MOVED** and Commissioner Wesolowski **SECONDED** a **MOTION** on Issue TC 660 "All-Way Stop Control on SW Erickson Avenue at 10th Street" to approve the staff recommendation (denying installation of all-way stop control) and the final written order.

There was no further discussion. The Chairman called the question and the **MOTION CARRIED.** (5:1)

Commissioners Knees, Wesolowski, Harris, Crocker and Engel voted "aye."
Commissioner Reynolds voted "nay."

Chairman Knees addressed Mr. Bergsma and recommended that THPRD include traffic calming in their redevelopment plan for Schiffler Park and move forward through the City's Planning Commission process.

Mr. Bergsma thanked the Commission and said they will proceed as recommended.

ISSUE TC 661: PARKING RESTRICTIONS ON SW IBIS TERRACE BETWEEN GOSHAWK STREET AND BLACKBIRD DRIVE

Chairman Knees opened the public hearing on Issue TC 661.

Staff Report

Mr. Khasho said Mr. Antonio DeSimone contacted the City to request a parking prohibition on the east side of SW Ibis Terrace between Goshawk Street and Blackbird Drive. Mr. DeSimone's concern is that vehicles parked on both sides of Ibis restrict two-way traffic and decrease neighborhood safety.

Mr. Khasho said Ibis Terrace is 32-feet wide and the street is classified as a "local street." Traffic count data showed that Ibis carries approximately 350 vehicle trips during each 24-hour period. There were no reported crashes on Ibis during the most recent three year period of crash reports.

Mr. Khasho said Ibis Terrace was constructed in two phases. The first portion of Ibis, located just north of Goshawk Street, was constructed as a short stub of approximately 75 feet in length. A single no-parking sign was installed at the corner. During Phase 4 (1998-1999) of the subdivision's construction, the Ibis stub was connected with Blackbird Drive to the north. This section of Ibis has no parking restrictions.

Mr. Khasho said that in the ten years since the subdivision was built, the City's street width standards changed. Staff should have removed the no-parking sign at that time, but they missed doing so.

Mr. Khasho said that before bringing this issue to the Traffic Commission, City staff conducted a neighborhood poll to see if there was consensus among the neighbors on the parking restriction question. Staff mailed a response card to each of the 12 residents with property abutting Ibis Terrace. Of these 12 response cards, seven (7) cards were returned with a marked preference. Three (3) residents preferred the option marked "no restrictions at all." Three (3) residents preferred parking restrictions "on the east side." One (1) resident preferred parking restrictions "on both sides." Residents did not return the remaining five (5) response cards. Two of the three respondents who marked that they prefer restrictions on the east side of Ibis actually live in homes that do not face Ibis Terrace. Only one side of these homes abuts Ibis.

Mr. Khasho said that under current City engineering design manual standards, parking is allowed on both sides of 28-foot wide streets that carry average daily traffic of less than 500 vehicles per day. Based on these design standards, staff recommends allowing parking on both sides of Ibis Terrace and removing the single, installed no-parking sign.

Commissioner Crocker asked if the response cards were mailed to all the properties along the entire length of Ibis Terrace.

Mr. Khasho said that is correct.

Commissioner Crocker asked if that included residents who currently had no parking restrictions on their section of the street, as well as those who do have parking restrictions.

Mr. Khasho said that is correct. Each property abutting Ibis received a response card.

Commissioner Wesolowski said he visited Ibis several times and never saw any cars parked on the street. He asked Mr. Khasho if he observed any parked cars during field visits.

Mr. Khasho said staff visited the street several times to observe. One time, he saw a parked SUV. Other than that, he saw no cars parked on the street.

Commissioner Harris asked if it was correct to say that staff only found the outdated no-parking sign after they were asked to prohibit all parking on Ibis.

Mr. Khasho said that is correct.

Commissioner Crocker asked if Ibis Terrace is 32-feet wide for its entire length, even though the City design standards changed between construction of the joined segments.

Mr. Khasho said that is correct.

Public Testimony

The Commission received written testimony on this issue from Traffic Sgt. Steven Schaer, Antonio and Lisa Desimone, Martin Canoy, and Terry and Shea Cutler. *(Written testimony is on file with the staff report in the Engineering Division.)*

Antonio DeSimone, Beaverton, Oregon, said he requested City review of parking on Ibis Terrace. The parking issue arose while Mr. DeSimone was working with the "Reach the Beach" cycling coordinator last May. That group was concerned about parking in the area of Ibis, so the event coordinator conducted a parking count in the surrounding neighborhood. They noted only a single, no-parking sign located on the entire street. They found this to be inconsistent and confusing.

Mr. DeSimone brought his concern about the single, no-parking sign to Mr. Khasho's attention and Mr. Khasho asked his opinion about parking on Ibis. Mr. DeSimone believes parking should not be allowed on both sides of Ibis. To maintain consistency throughout the neighborhood, parking should only be allowed on one side of Ibis, as is the case on surrounding neighborhood streets.

Mr. DeSimone said his underlying concern is the safety of residents and especially children. Using a large drawing of the neighborhood posted on the Council Chamber wall, Mr. DeSimone pointed out his home on Goshawk Street abutting Ibis. His children attend Scholls Heights Elementary School a few blocks away. Mr. DeSimone said there is no stop sign at the intersection of Ibis and Goshawk. The combination of an uncontrolled intersection along with parking on both sides of Ibis poses a threat to the safety of neighborhood children who walk to school. Continuing to allow parking on both sides of Ibis Terrace creates an unsafe situation for children.

Mr. DeSimone said that allowing cars to park on the street is "aesthetically negative." He intentionally avoided purchasing a home in a neighborhood that allows parking on both sides of the street because it looks "shabby" and decreases property values.

Mr. DeSimone said the street is completely full of parked cars during evening and weekend school events. He appreciated that Mr. Khasho took the time to send out letters and response cards to the property owners in an effort to gather neighborhood opinion. However, he disagrees with Mr. Khasho's comments tonight about the legitimacy of the opinions of the neighbors whose homes do not face Ibis. His home abuts Goshawk and he believes that his opinion on parking is as important as that of the neighbors whose homes face Ibis.

Mr. DeSimone pointed to the City Engineer's Staff Report and said that under the heading Conclusions, No. 1 it states that removing parking restrictions on Ibis would ensure orderly movement of vehicles and bicycles. He disagrees with that statement. Removing the parking restrictions would impede orderly movement of traffic.

Commissioner Engel asked if Mr. DeSimone's concern with parking and children's safety centers on the difficulty of drivers seeing the children.

Mr. DeSimone said that is correct.

Commissioner Crocker asked Mr. DeSimone about his statement that he purchased his home on Goshawk Street because Ibis Terrace has restricted parking. Did the single, no-parking sign on Ibis influence that decision?

Mr. DeSimone answered that it did.

Commissioner Crocker said that during her field visit to this neighborhood, it appeared to her that the streets adjacent to Ibis Terrace vary in width. Does Mr. DeSimone agree with that observation?

Mr. DeSimone said he would have to defer to Mr. Khasho on that question.

Chairman Knees said he observed the same thing during his field visit. He asked if Mr. Khasho had information of the width of the adjacent neighborhood streets.

Mr. Khasho said Commissioner Crocker's observations are accurate. All the surrounding streets with restricted parking on one side are narrower than Ibis Terrace. Most are approximately 28-feet wide, compared to the 32-foot width of Ibis.

Commissioner Crocker said a 32-foot wide street does not seem overly wide, especially with two vehicles passing a third vehicle that is parked beside the curb. Vehicles are quite large nowadays. She understands Mr. DeSimone's concern.

Commissioner Harris asked how special events at Scholls Heights Elementary School affect parking on Ibis and the surrounding streets.

Mr. DeSimone said special events at the school result in illegally parked cars throughout the neighborhood, including on Ibis Terrace. Even the signed, no-parking area on Ibis does not prevent illegal parking. Every space on both sides of the street is full during these events.

Commissioner Harris commented that he found the single, no-parking sign quite confusing during his field visit today. It is unclear where the parking restriction ends.

Chairman Knees addressed Mr. DeSimone's concern that staff discounted the preferences expressed by the neighbors who returned their survey response cards. He believes that the survey's results were so mixed that, while staff did not disregard the results, they relied instead on the more tangible data provided by street measurements, traffic counts, and the City's engineering design manual. Chairman Knees noted that the City standard states that, when a street is 32-feet wide, it is legal to park on both sides of that street.

Mr. DeSimone acknowledged that the survey results were mixed with a tally of 4:3.

Terry Cutler, Beaverton, Oregon, said he has lived on Ibis Terrace for more than six years. Mr. Cutler said he has three children who attend Scholls Heights Elementary and they walk to school and back every school day. He has never heard about, or witnessed, any traffic safety or parking issue that would raise concerns about his children's safety while walking to school.

Mr. Cutler said it is nice for the neighbors to have extra parking available when they have guests or need to leave a boat or trailer briefly on the street while cleaning the garage. It is also good to have legal parking available for the occasional delivery or moving trucks. Mr. Cutler said it is rare to see a vehicle parked on Ibis because most residents park in their own driveways and garages. The occasional school event brings visitors to the neighborhood who all need on-street parking. If parking were restricted, these people would have to find other places to park in the neighborhood. The school's special events are brief and not a serious inconvenience.

Mr. Cutler agrees with Mr. Khasho's recommendation to remove all parking restrictions on Ibis. He said there are parking restrictions on some neighborhood streets, but he assumes those restrictions are connected with the narrower width of those streets or their proximity to the school. If parking was further restricted, it would only move the cars that need event parking farther into the neighborhood.

Chairman Knees noted that the drawing staff provided was incomplete and does not show footprints for the homes on the west side of Ibis. He asked Mr. Cutler if these homes all have driveways facing Ibis.

Mr. Cutler answered that they do.

Chairman Knees said he was not able to visit the site for this issue. He asked Mr. Cutler if the homes on the east side of the roadway also have driveways facing Ibis.

Mr. Cutler answered that there are no driveways on the east side of Ibis. It is good for the neighbors to have this parking option available. Mr. Cutler said prior to this issue, he has never heard complaints about parking on Ibis. No one leaves abandoned vehicles or parks long term. If this parking were not available, the lawn care service that cares for his neighbor's garden would have no place to park.

Mr. Cutler said if parking on Ibis were really a problem, the homeowner's association would be the first ones to pursue the issue. He wondered why the issue's requestor did not first bring his safety concerns to the association's attention.

Chairman Knees said it is rare that a homeowner's association will seek to be more restrictive than the surrounding city because these issues are so difficult to enforce.

Matt Pattison, Beaverton, Oregon, said he has lived on Ibis Terrace for eight years. Mr. Pattison said Ibis needs no parking restrictions. School event parking can be annoying, but having extra parking for guests and family events is wonderful. He has a boat and it is convenient to park it briefly on the street while preparing for a trip.

Mr. Pattison said it would make more sense to place the restriction on the west side of Ibis, if they actually truly needed a restriction. The west side has many driveways and

mailboxes; it is also lined with roll carts on garbage day. There are only a few spaces large enough to park a full-size vehicle, which might lead to drivers blocking driveways. He prefers to keep the east side open for parking.

As for traffic safety issues, Mr. Pattison said the only safety problem he sees on Ibis are occasional speeding cars. Some cars continue to drive at the faster speed they used on Scholls Ferry Road after turning on to Ibis. Traffic calming would be the best solution for this speeding problem.

Sunil Thanik, Beaverton, Oregon, has lived on Ibis for eight years and said this whole issue is "much ado about nothing." Mr. Thanik stated that he has observed no public safety issues on Ibis that would warrant parking restrictions. He has two children who attend the local elementary school and they safely walk to school every day. He has observed no visibility problems caused by parked cars on Ibis that would compromise his children's safety. He returned to Commissioner Crocker's earlier comments about the potential difficulty encountered when two approaching vehicles must pass a parked car. Mr. Thanik agreed that situation might be a problem, but in the eight years he has lived on Ibis, he has never witnessed such a situation. Traffic on Ibis is very light and the roadway is very wide.

Mr. Thanik said more parking restrictions on Ibis would leave few options for the neighbors when they occasionally need to use on-street parking. There are only a few parking spaces on the west side of Ibis and, in general, most residents prefer to park in their own driveways and garages. If parking were restricted on the west side of Ibis, the newly installed no-parking signs would be aesthetically unattractive and would devalue property. He would like the neighborhood to retain the option of parking on both sides of Ibis when necessary.

Commissioner Crocker returned to the issue of two cars passing a parked car. This afternoon while visiting the neighborhood, she observed a very wide trailer parked on a hill on the south side of Blackbird Drive. She was appalled that someone would park such a wide trailer along a neighborhood street. The trailer covered much of the right traffic lane, forcing eastbound vehicles to drive in the westbound lane.

Mr. Thanik said he has not seen the trailer Commissioner Crocker described so he cannot comment. As for the issue of public safety, he said there are ten children living in the first three homes on Ibis, south of Blackbird. If there really were a safety problem on Ibis, one of those three neighbors would be the first to come to the City asking for a solution. Instead, these families are all unanimous that this parking issue is not really about safety.

Chairman Knees thanked all who testified on this issue.

Staff Comments

Mr. Khasho returned to the topic of the City's Engineering Design Manual standards and street width. He clarified that the amount of traffic a street carries serves as the threshold for determining whether parking should be allowed on one or both sides of a 32-foot wide street. The street must carry less than 500 vehicles per day. If for example, Ibis Terrace had more than 500 vehicles per day, he would recommend parking restrictions on one side of the street.

Chairman Knees noted that this was mentioned in the staff report, and that staff's traffic count on Ibis shows approximately 350 vehicles per day.

Mr. Khasho confirmed that Ibis is well below the threshold, so the City's design manual allows parking on both sides.

Commissioner Wesolowski asked if Mr. Khasho is saying that the minimum street width must be at least 28 feet, and that Ibis Terrace exceeds that at 32 feet.

Mr. Khasho confirmed that statement was correct.

Commissioner Reynolds asked if Mr. Khasho was saying that Ibis Terrace carries 350 vehicle trips per day.

Mr. Khasho confirmed that was correct, based on staff's traffic count.

Commissioner Reynolds said he lives in this community and he did not think there were 350 vehicles in the entire community. Staff must have counted traffic on the day of a major community event to find that many vehicles using Ibis. He disagrees with staff's traffic count data.

Commissioner Engel asked if the traffic counters tally a vehicle trip each time a car enters the street, and again as it exits. If he leaves his home and then returns, would that count as two separate trips?

Mr. Khasho confirmed that is how traffic counters collect data.

Commissioner Engel said that means there were really only 175 vehicle trips, with people coming and going, running errands during a 24-hour period. That sounds feasible to him.

Mr. Khasho said that the Institute of Transportation Engineer's Trip Generation Manual says the average is now ten vehicle trips, per home, per day.

Chairman Knees said that with two vehicles per household, Mr. Khasho's traffic count data makes sense. The point is that the vehicle count on Ibis is significantly below the required threshold of 500 vehicle trips per day.

Chairman Knees closed the public hearing on Issue TC 661.

Commission Deliberation

Commissioner Reynolds said he lives in the Sterling Park neighborhood, which includes Ibis Terrace. He walks in this area daily and he seldom sees a car parked on Ibis. The only exception is during very large school or community events when there are so many cars needing parking that a few cars will temporary park on Ibis. From his viewpoint, parking on Ibis does not appear to be a safety problem.

Commissioner Reynolds said last Saturday morning he spoke with two Ibis residents who were quite upset that someone would request parking removal on Ibis and bring

the issue before the Traffic Commission. They were especially worried because they regularly have friends visit their home. Without parking available on Ibis, these friends would need to find parking on Blackbird, Bobolink or Goshawk. As Commissioner Crocker explained earlier, Blackbird can be a dangerous street. The wide trailer parked on the corner of Blackbird has been a neighborhood hazard for years and he is surprised no one has taken action to remove it. Commissioner Reynolds supports the staff recommendation to remove all parking restrictions on Ibis Terrace.

Chairman Knees said the parked trailer on Blackbird should be referred to George Fetzer and the Mayor's Office Code Compliance staff for corrections.

Commissioner Engel agreed with Commissioner Reynolds. He does not think the neighbor who requested this parking restriction has supported his request with enough evidence to demonstrate a safety problem. He sees nothing that would warrant restricting parking on Ibis. It makes sense to remove the single, no-parking sign that staff missed when the City's street standards changed. Commissioner Engel supports the staff recommendation.

Commissioner Wesolowski said that during his field visit he noted that Ibis is a relatively wide street. He questioned why the requestor wanted to prohibit parking on the east side of Ibis, since all the driveways are located on the west side. The requestor's proposal would "create a bigger bottleneck" for residents with driveways on Ibis. Commissioner Wesolowski said it is reasonable for residents to hold parties and invite guests to their home. These visitors need a convenient place to park. He agrees with all the Commissioner comments he has heard. He supports the staff recommendation to remove all parking restrictions on Ibis.

Chairman Knees asked if any Commissioners disagree with the staff recommendation.

Commissioner Crocker said the current parking situation is ambiguous. There is a no-parking sign at one end of Ibis Terrace; therefore, law-abiding people do not park in that area. The sign points vaguely into the distance so no one really knows the endpoint for the no-parking zone. If staff removes the sign, people will park there more often, instead of just during large school events.

Commissioner Crocker said staff can restrict parking on one side of a street, on streets with more than 500 vehicles per day. This means that staff makes parking decisions based on the volume of traffic, not based on the street's width. Mr. DeSimone purchased his home when the no-parking sign was in place, so it is reasonable for him to expect a parking prohibition in that immediate vicinity. Commissioner Crocker said she cannot support the staff recommendation.

Commissioner Reynolds **MOVED** and Commissioner Harris **SECONDED a MOTION** to approve the staff recommendation (denying parking restrictions) on Issue TC 661 "Parking Restrictions on SW Ibis Terrace Between Goshawk Street and Blackbird Drive" as written and the final written order.

There was no further discussion. The Chairman called the question and the **MOTION CARRIED.** (5:1)

Commissioners Knees, Wesolowski, Harris, Reynolds and Engel voted “aye.”
Commissioner Crocker voted “nay.”

The meeting recessed at 8:48 p.m. and reconvened at 9:00 p.m.

ISSUE TC 662: PARKING RESTRICTIONS ON SW 105TH AVENUE NORTH OF DENNEY ROAD

Chairman Knees opened the public hearing on Issue TC 662.

Staff Report

Mr. Khasho said that Ms. Aundrea Caputo of the Women’s Healthcare Associates asked the City to prohibit parking on one side of 105th Avenue at the curves north of Denney Road. Ms. Caputo said when vehicles park on both sides of the street it restricts two-way traffic and makes it unsafe and difficult to drive through the curved section of 105th Avenue.

Mr. Khasho said the pavement width on 105th Avenue north of Denney Road ranges between 32 and 38 feet. The road is a deadend street and carries approximately 1000 vehicle trips per day. The Fanno Creek Trail connects to the north end of 105th. All adjoining driveways extend from the roadway’s east side. Mr. Khasho said there are no reported crashes on 105th Avenue during the most recent three-year period of crash reports.

Mr. Khasho stated that he made several field visits to this site. On each visit he observed vehicles parked on both sides of the street within the curves north of Denney Road. The total number of parked vehicles varied from one visit to the next. Under the City’s current Engineering Design Manual, on local streets with average daily trips greater than 500 vehicles per day, the minimum street pavement width must be at least 34 feet in order to allow parking on both sides of the street. Mr. Khasho said 105th is not wide enough through the entire curve area to meet City standards for parking on both sides of the street.

Mr. Khasho said 105th Avenue has ample room for parking on the west side. He said that prohibiting parking on the entire east side of 105th would not adversely affect on-street parking in the area. Staff supports restricting parking on the east side of 105th Avenue for approximately 300 feet. This change would improve safety for drivers.

Commissioner Reynolds said that on his field visit he noticed more vehicles parked on the west side of 105th.

Commissioner Wesolowski noticed a set of mail boxes on 105th Avenue on his visit. He asked if they should post no-parking signs so drivers do not to park in front of the mailboxes and block mail delivery.

Mr. Khasho said they typically do not post signs warning drivers not to park in front of mailboxes. Drivers should be able to see the mailboxes and use common sense.

Chairman Knees asked how many parking spaces will be removed if parking is prohibited on the west side.

Mr. Khasho said the restriction would remove approximately eight parking spaces.

Commissioner Engel recalls seeing a fire hydrant in the area where vehicles were parked. People should know not to block a hydrant.

Public Testimony

The Commission received written testimony on this issue from Traffic Sgt. Steven Schaer, Eric Evans, Courtney McAnn, Gregory S. Pawson, Amber Grasmick, Michael R. Aas, Kirby S. Kanada, and Steve Hall. During the public hearing, Amber Grasmick delivered a petition signed by 17 individuals in support of the recommendation. *(Written testimony is on file with the staff report in the Engineering Division.)*

Aundrea Caputo, Beaverton, Oregon, said she is the person who asked the City to review this issue. Ms. Caputo works in the last building on 105th Avenue at the Women's Health Clinic.

Ms. Caputo said people park their vehicles on the corner of 105th and this causes a conflict between parked and moving vehicles. She pointed out that many bicyclists and pedestrians use this street because the Fanno Creek Trail connects to the north end of 105th. The numerous parked vehicles along this narrow curve make it hard to see these people. Ms. Caputo said she often has to pull over to one side of the roadway to allow another vehicle to slowly pass when cars are parked on both sides of the curve. Last Friday, Ms. Caputo counted more than 20 vehicles parked along this section of 105th. She believes this is a danger to drivers, pedestrians and bicyclists and she said she strongly supports Mr. Khasho's recommendation to allow parking on only one side of the roadway.

Commissioner Reynolds asked Ms. Caputo if the parking lots of the adjoining businesses have enough parking spaces to handle the extra vehicles if parking were restricted on one side of 105th.

Ms. Caputo said there is adequate parking in the adjoining parking lots for people who want legitimate parking. She pointed out that some vehicles that park on this corner are left parked in the same space for many days. She believes some of these vehicles belong to tenants staying in the nearby trailer park.

Ann Hudson, Beaverton, Oregon, stated that she works at a medical testing business on 105th and she opposes the staff recommendation.

Ms. Hudson said staff's recommendation would only affect two parking spaces and clear the area in front of a fire hydrant. Her company conducts drug screening and customers often park on the street, take their test and immediately leave. They park on 105th for only 20 to 30 minutes. The on-street parking is helpful to her business because occasionally their parking lot is already full when customers arrive. She recently had a verbal confrontation with an irate man who was upset about the possibility of parking only on one side of the street.

Ms. Hudson asked the Commission to reject the staff recommendation and allow parking to continue on both sides of 105th Avenue.

Amber Grasmick, Beaverton, Oregon, said she is in favor of restricting parking on the curve. Ms. Grasmick delivered a petition signed by 17 employees who work at 6600 SW 105th Avenue. The petition states that they "...believe that for safety reasons, parking should only be allowed on one side of 105th Avenue...as visibility on 105th is poor and it is very difficult to see if there are oncoming vehicles."

Ms. Grasmick said there are mailboxes located on the west side of 105th and people sometimes park in front of these. There is no sidewalk on the westside for pedestrians and bike riders. Ms. Grasmick said that twice she nearly hit an oncoming vehicle on this curve when the vehicle crossed into her lane. One of these vehicles was a delivery truck that was speeding even though the driving lanes were narrowed from vehicles parked on both sides.

Commissioner Crocker asked what the speed limit is on 105th.

Ms. Grasmick said she assumes the speed is 25 mph, but she has never noticed a posted speed limit sign.

Staff Comments

Mr. Khasho had no additional comments and the Commissioners had no questions.

Chairman Knees closed the public hearing on Issue TC 662.

Commission Deliberation

Commissioner Harris said when he conducted his field visit to the site this morning the vehicles parked on both sides of the roadway made the curve feel dangerous. He agrees with staff's recommendation to remove 300 feet of parking along the curve on the east side of 105th.

Commissioner Reynolds supports the proposed parking restriction. He visited the site several times and he is convinced the current situation is unsafe.

Commissioner Crocker supports the staff recommendation. She suggested that staff also install speed limit signs along 105th to educate drivers as to the correct speed.

Commissioner Wesolowski **MOVED** and Commissioner Harris **SECONDED** a **MOTION** to approve the staff recommendation as written for Issue TC 662 "Parking Restrictions on SW 105th Avenue North of Denney Road" and the final written order.

The Chairman called the question and the **MOTION CARRIED** unanimously. (6:0)

OLD BUSINESS

Neither Mr. Khasho nor the Commissioners had old business to discuss.

NEW BUSINESS

Mr. Khasho said the Commissioners had each received a copy of a draft letter addressed to Sgt. Schaer from the Traffic Commission. The letter supports the Beaverton Police Department's application for a mini grant from the Alliance for Community Traffic Safety of Oregon (ACTS). Police would use the grant funds to purchase moving radar units for the motorcycle officers.

Chairman Knees said he would like the Commission's agreement and support before he signs an official copy of the letter and gives it to Sgt. Schaer.

Several Commissioners asked questions about the moving radar units, how they work, and how police pre-selected the vendor to supply the units provided by grant funds. Sgt. Schaer answered the Commission questions and showed a product brochure.

Chairman Knees called for a roll call voice vote to determine the Commission's support for the police request.

Commissioner Reynolds said yes.

Commissioner Harris said yes.

Commissioner Wesolowski said yes.

Commissioner Crocker said yes with a request for a future report from Sgt. Schaer once the moving radar units are purchased and in use.

Commissioner Engel said yes.

Chairman Knees said yes.

Chairman Knees will sign the letter of support on behalf of the Traffic Commission.

On a different matter, Mr. Khasho said Washington County is closely monitoring the intersection of Scholls Ferry Road at Murray Boulevard. They are considering removing the flashing yellow arrow in the northbound turn signal because of the number of crashes.

Commissioner Harris said he worries about this intersection. He believes there is a serious lack of driver awareness about the meaning of the flashing yellow arrow.

Mr. Khasho said he has been carefully reviewing the police crash reports from each crash at Scholls and Murray. In most cases, the driver who caused the crash was distracted, not paying attention, or a large vehicle such as a tall truck was in front of a car and the driver's view of the signal was blocked.

Commissioner Reynolds said he is very fond of the flashing yellow arrow signals because they are efficient; however, he personally observed two recent crashes at this traffic signal on Scholls Ferry at Murray.

Commissioner Crocker asked staff about the traffic signal timing on Brockman Street at Murray Boulevard. One evening about 10 p.m. while driving southbound on Murray, she observed that the traffic signal stopped traffic on all intersection legs for more than 30 seconds. She asked staff to review the signal timing at this intersection.

Mr. Khasho said this is a Washington County traffic signal so he will forward Commissioner Crocker's observation to the County.

Commissioner Crocker asked staff about the traffic signal on southbound Lombard Avenue at Farmington Road near the railroad tracks at Broadway. In the late evening, the signal allows only one southbound vehicle through the intersection during each cycle. This signal's timing also needs checking.

Commissioner Reynolds asked Sgt. Schaer if he could borrow a police radar gun to check traffic speed in his neighborhood. He is very concerned about speeding traffic on SW Loon Drive, which is a residential neighborhood street.

Sgt. Schaer will loan him a radar gun.

ADJOURNMENT

Chairman Knees adjourned the September 3 meeting of the Traffic Commission at 9:42 p.m. The Commission's next meeting is October 1, 2009.

Debra Callender
Traffic Commission Recorder